

No. 14065

**BRAZIL
and
CHILE**

Air Transport Agreement (with annex and exchange of notes). Signed at Rio de Janeiro on 4 July 1947

Exchange of notes constituting an agreement amending the Route Schedules of the above-mentioned Agreement. Brasília, 9 September 1974

Authentic texts: Portuguese and Spanish.

Registered by Brazil on 1 June 1975.

**BRÉSIL
et
CHILI**

Accord relatif aux transports aériens (avec annexe et échange de notes). Signé à Rio de Janeiro le 4 juillet 1947

Échange de notes constituant un accord modifiant les tableaux de routes de l'Accord susmentionné. Brasília, 9 septembre 1974

Textes authentiques : portugais et espagnol.

Enregistré par le Brésil le 1^{er} juin 1975.

[TRANSLATION — TRADUCTION]

AIR TRANSPORT AGREEMENT¹ BETWEEN THE REPUBLIC OF THE UNITED STATES OF BRAZIL AND THE REPUBLIC OF CHILE

The Government of the United States of Brazil and the Government of the Republic of Chile, considering:

That the steadily growing possibilities of commercial aviation are becoming increasingly important;

That this means of transport, because of its essential characteristics, affording rapid communication, brings nations closer together;

That it is desirable to organize regular international air services in a safe and orderly manner, without prejudice to national and regional interests, taking into account the development of international co-operation in the field of air transport;

That it is their desire to reach a general multilateral agreement on international air transport which is applicable to all nations;

That, pending the conclusion of such general multilateral agreement to which both Governments are parties, it is necessary to draw up an agreement for the purpose of ensuring regular air communications between the two countries, have appointed for this purpose the following Plenipotentiaries:

His Excellency, the President of the Republic of the United States of Brazil, His Excellency Ambassador Raul Fernandes, Minister of State for Foreign Affairs; and

His Excellency, the President of the Republic of Chile, His Excellency, Dr. Raúl Juliet Gómez, Minister for Foreign Affairs;

who, after exchanging their full powers, which were found to be in good and proper form, have agreed upon the following provisions:

Article I. The Contracting Parties grant each other the rights specified in the annex to this Agreement in order that the regular international air services which are described therein and which are hereinafter referred to as "agreed services" may be established.

Article II. 1. Any of the agreed services may begin to operate immediately or subsequently, at the discretion of the Contracting Party to which such rights are granted, but not before:

- (a) the Contracting Party to which those rights have been granted has designated one or more airlines of its own nationality for the route or routes specified;
- (b) the Contracting Party which grants the rights has granted the necessary operating licence to the airline or airlines in question, such licence to be granted without delay, subject to the provisions of paragraph 2 of this article and of article VI.

¹ Came into force provisionally on 3 August 1947, i.e., 30 days after the date of signature, and definitively on 28 August 1952, the date of the exchange of the instruments of ratification, which took place at Santiago, in accordance with article XIII.

2. The designated airlines may be required to satisfy the aeronautical authorities of the Contracting Party which grants the rights that they are qualified to fulfil the conditions prescribed under the laws and regulations normally applied by those authorities to the operations of commercial airlines.

Article III. In order to prevent discriminatory practices and to ensure that the principle of equality of treatment is observed:

1. The charges which one of the Contracting Parties may impose or permit to be imposed on the designated airline or airlines of the other Contracting Party for the use of airports and other facilities shall not be higher than those which would be paid for the use of such airports and facilities by aircraft of its flag engaged in similar international services.
2. Fuel, lubricating oils and spare parts introduced into the territory of one Contracting Party or taken on board aircraft of the other Contracting Party in that territory, whether directly by an airline designated by the latter or on behalf of such airline, and intended solely for use by its aircraft, shall enjoy the same treatment as that granted to national airlines or airlines of the most favoured nation with respect to customs duties, inspection fees or other national duties and charges.
3. Fuel, lubricating oils and spare parts, regular equipment and aircraft stores, shall, while on board aircraft and used in operating the agreed services, enjoy exemption from customs duties, inspection fees and similar taxes or charges in the territory of the other Contracting Party, even if they are used by the aircraft on flights over that territory.

Article IV. Certificates of airworthiness and certificates and licences issued or validated by one Contracting Party and still in force, shall be recognized as valid by the other Contracting Party for the purposes of operating the agreed services. Each Contracting Party reserves the right, however, to refuse to recognize, for the purpose of flight over its territory, certificates and licences granted to its nationals by the other Contracting Party or by a third State.

Article V. 1. The laws and regulations of one Contracting Parties relating to the admission to or departure from its territory of aircraft engaged in international air navigation, or to the operation and navigation of such aircraft while within its territory, shall be applied to the aircraft of the designated airline or airlines of the other Contracting Party.

2. The laws and regulations of each Contracting Party relating to the admission to or departure from its territory of passengers, crews or cargo of aircraft, such as those relating to entry, clearance, immigration, passports, customs and quarantine, shall be applied to the passengers, crews and cargo of aircraft operating the agreed services.

Article VI. Each Contracting Party reserves the right to withhold an operating licence from an airline designated by the other Contracting Party or to revoke such licence if it is not duly satisfied that substantial ownership and effective control of the airline in question are vested in nationals of the other Contracting Party, or in the case of failure by that airline to comply with the laws and regulations referred to in article V above, or with the conditions under which the rights have been granted in accordance with this Agreement and its annex, or when the aircraft in operation are not crewed by nationals of the other Contracting Party, except in cases where navigational staff are being trained.

Article VII. If either of the Contracting Parties wishes to modify the terms of the annex to this Agreement or to exercise the right referred to in article VI, it may request consultation between the aeronautical authorities of both Contracting Parties, such consultation to commence within a period of sixty (60) days from the date of the request.

When the said authorities agree to modify the annex, such modifications shall enter into force as soon as the legislative requirements of each Contracting Party have been met and the necessary notifications have been exchanged through the diplomatic channel.

Article VIII. Any disputes between the Contracting Parties relative to the interpretation or application of this Agreement and its annex which are not subject to the provisions of chapter XVIII of the Convention on International Civil Aviation, concluded at Chicago on 7 December 1944,¹ and which cannot be settled through consultation, shall be referred to arbitration by the International Civil Aviation Organization or any other agency selected by the Contracting Parties by mutual agreement.

Article IX. Either of the Contracting Parties may at any time notify the other of its desire to rescind this Agreement. The notification shall at the same time be communicated to the International Civil Aviation Organization. Once the notification has been sent, this Agreement shall cease to have effect six (6) months after its receipt by the other Contracting Party, unless it has been withdrawn by mutual agreement prior to the expiry of that period. If no acknowledgement of receipt is made by the Contracting Party to which the notification was sent, it shall be deemed to have been received fourteen (14) days after its receipt by the International Civil Aviation Organization.

Article X. In the event of the entry into force of a multilateral air transport convention which is ratified by the two Contracting Parties, this Agreement and its annex shall be revised so as to bring their provisions into line with those of the convention in question.

Article XI. This Agreement and all documents relating to it shall be registered with the International Civil Aviation Organization.

Article XII. For the purpose of implementation of this Agreement and its annex:

(a) The term "aeronautical authorities" shall mean, in the case of the United States of Brazil, the Ministry of Air and, in the case of the Republic of Chile, the Air Department or, in either case, any person or body authorized to fulfil the functions at present performed by them;

(b) The term "designated airline" shall mean any airline selected by one of the Contracting Parties to operate the agreed services and in respect of which a written communication has been transmitted to the competent aeronautical authorities of the other Contracting Party, in accordance with the provisions of article II of this Agreement;

(c) The definitions set forth in article 96 (a), (b) and (d) of the Convention on International Civil Aviation mentioned above shall apply to this Agreement.

¹ United Nations, *Treaty Series*, vol. 15, p. 295. For the texts of the Protocols amending this Convention, see vol. 320, pp. 209 and 217; vol. 418, p. 161; vol. 514, p. 209; vol. 740, p. 21; and vol. 893, p. 117.

Article XIII. This Agreement shall be ratified in accordance with the constitutional provisions of each Contracting Party, and shall enter into force on the date of the exchange of instruments of ratification, which shall take place as soon as possible.

Both Contracting Parties shall seek to put into effect the provisions of this Agreement, within the limits of their administrative powers thirty (30) days after the date of signature.

IN WITNESS WHEREOF, the above-mentioned Plenipotentiaries have signed this Agreement, in duplicate in the Portuguese and Spanish languages, both texts being equally authentic, and have thereto affixed their seals, in Rio de Janeiro, on the fourth day of July nineteen hundred and forty-seven.

RAUL FERNANDES
RAÚL JULIET GÓMEZ

ANNEX

I

The Government of the United States of Brazil grants the Government of the Republic of Chile the right to operate air transport services to be provided by one or more airlines designated by the latter Government on the routes specified in schedule I of this annex.

II

The Government of the Republic of Chile grants the Government of the United States of Brazil the right to operate air transport services to be provided by one or more airlines designated by the latter Government on the routes specified in schedule II of this annex.

III

The airline or airlines designated by the Contracting Parties in accordance with the terms of the Agreement and this annex shall enjoy in the territory of the other Contracting Party, on each of the routes specified in the attached schedules, the right of transit and of stops for non-traffic purposes at airports open to international traffic, as well as the right to pick up and set down international traffic in passengers, cargo and mail at the points enumerated in the schedules in question.

IV

(a) The airlines designated by the two Contracting Parties shall be ensured fair and equitable treatment so that they may enjoy equal opportunity in the operation of the agreed services.

(b) The transport capacity afforded by the airlines of the two Contracting Parties shall be closely related to traffic requirements.

(c) The airlines designated by the Contracting Parties shall take into consideration their mutual interests when operating common routes or portions of routes, so as not to affect unduly the services in question.

(d) The agreed services shall have as their primary objective the provision of capacity adequate to the traffic requirements between the country to which the airline belongs and the country for which the traffic is bound.

(e) The right of a designated airline to pick up and set down, at the specified points and on the specified routes, international traffic bound for or originating in third countries, shall be exercised in accordance with the general principles of the orderly operation of air transport accepted by both Contracting Parties, with a view to adapting the capacity to:

- (1) traffic requirements between the country of origin and the countries of destination;
- (2) the requirements arising from the operation of the services in question; and
- (3) traffic requirements in the area over which the services pass, with due consideration for the interests of local and regional services.

V

The aeronautical authorities of the Contracting Parties shall consult each other at the request of one of them in order to ascertain whether the principles enunciated in this annex are being observed by the airlines designated by the Contracting Parties.

VI

(a) The rates shall be fixed at reasonable levels, due regard being paid to all relevant factors, particularly the cost of operation, reasonable profits, the rates charged by other airlines and the characteristics of each service, such as speed and comfort.

(b) The rates to be charged by the designated airlines of each of the Contracting Parties between points in Chilean territory and points in Brazilian territory mentioned in the attached schedules shall be submitted for approval to the aeronautical authorities of each of the Contracting Parties before they can enter into force. The proposed rate shall be submitted at least thirty (30) days prior to the anticipated date of entry into force; this period may be reduced in special cases, if so agreed by the aeronautical authorities in question.

(c) The airlines of the Contracting Parties shall agree on the rates for passengers and cargo to be charged on the common portions of their routes and shall inform the respective aeronautical authorities thereof, after consultation, if necessary, with airlines of third countries operating all or part of the same routes.

(d) The recommendations of the International Air Transport Association (IATA) shall be taken into account in fixing rates.

(e) Should the airlines be unable to reach agreement on the rates to be charged, the competent aeronautical authorities of the two Contracting Parties shall endeavour to arrive at a satisfactory solution.

In the last resort, the procedure to be followed shall comply with the provisions of article VIII of the Agreement.

VII

Any changes in the air routes specified in the attached schedules, except those which change the points served in the territory of the other Contracting Party, shall not be considered as modifications of the annex. The aeronautical authorities of either Contracting Party may therefore proceed unilaterally to make such changes, provided the aeronautical authorities of the other Contracting Party are given notice thereof without delay.

If these authorities find that, having regard to the principles set forth in this annex, the interests of their national airlines are prejudiced by the airlines of the other Contracting Party, in that traffic between their own territory and the new stop in a third country has already been established, the aeronautical authorities of the two Contracting Parties shall consult with a view to arriving at a satisfactory agreement.

VIII

Each Contracting Party shall notify the other of the intention of any of its designated airlines to suspend services to a point or between different points within the territory of the other Contracting Party, so that the latter may request consultation on the proposed suspension should it regard the suspension as prejudicial to its interests.

IX

After the entry into force of this Agreement, the aeronautical authorities of the two Contracting Parties shall, as soon as possible, transmit to each other information on the authoriza-

tions granted to their respective airlines designated to operate all or part of the agreed services. This exchange of information shall include in particular copies of the authorizations granted, together with any amendments thereto, and the respective annexes.

SCHEDULE I

Chilean Routes to Brazil and Crossing Brazilian Territory

- A. From Chile to Rio de Janeiro via intermediate points agreed upon as appropriate by the aeronautical authorities of the two Contracting Parties.
- B. From Chile to Europe via intermediate points in Brazilian territory to be agreed upon as appropriate by the aeronautical authorities of the two Contracting Parties.

SCHEDULE II

Brazilian Routes to Chile

From Brazil to Santiago via intermediate points to be agreed upon as appropriate by the aeronautical authorities of the two Contracting Parties.

EXCHANGE OF NOTES

I

4 July 1947

DE/31/588.(32)

Sir,

I have the honour to confirm by this note that, in the course of the negotiations which culminated in the signature of the Air Transport Agreement between our two countries, of today's date, a number of points were discussed which it was not deemed appropriate to include in the text, although the points of view of both Parties have been considered as indicating that a general solution might be found in the course of future consultations.

2. These points were:

(a) The definition of "scheduled international air service" which, according to the Chilean representatives, "should mean any international air service operated with uniform frequency and according to pre-established time-tables and routes".

(b) The definition of "local and regional traffic" which, according to the Chilean interpretation, "should mean traffic between neighbouring and adjoining countries".

3. With regard to change of gauge, the Brazilian delegation submitted the following draft of the clause in question:

(a) For the purposes of this paragraph, the term "change of gauge" at a given stop shall mean that, beyond that point, traffic will be operated on the route in question by the same airline, using a different aircraft from that used on the same route before the stop in question.

(b) Change of gauge justified by reason of economy of operation shall be permitted at any point in the territory of the two Contracting Parties mentioned in the attached schedules.

(c) Change of gauge shall not be permitted, however, in the territory of one or other of the Contracting Parties when such change would alter the operating pattern of the services in question or would be incompatible with the principles set forth in this Agreement and its annex and, in particular, paragraph IV of this annex.

(d) In particular, in the operation of services coming from the country of registration of the aircraft, the aircraft used after the change of gauge shall depart only after the arrival of the aircraft used up to the point of change; similarly, the capacity of the aircraft used after the change of gauge shall be determined on the basis of the traffic arriving at the point of change en route for a more distant point.

(e) When capacity is available in the aircraft used after a change of gauge, carried out in accordance with the provisions of subparagraph (d) above, this capacity may be assigned, in both directions to international traffic coming from or going to the territory in which the change took place.

4. Subparagraphs (b) and (c) above reproduce the provisions of the Chilean text on this subject.

I take this opportunity, etc.

For the Minister of State:

HILDEBRANDO ACCIOLY
Secretary-General

His Excellency Emilio Edwards Bello
Ambassador Extraordinary and Plenipotentiary of Chile

II

EMBASSY OF CHILE

Rio de Janeiro, 4 July 1947

No. 613/80

Sir,

I have the honour to confirm by this note that, in the course of the negotiations which culminated in the signature of the Air Transport Agreement between our two countries, of today's date, a number of points were discussed which it was not deemed appropriate to include in the text, although the points of view of both Parties have been considered as indicating that a general solution might be found in the course of future consultations.

[See note I]

I take this opportunity, etc.

EMILIO EDWARDS BELLO

His Excellency Raul Fernandes
Minister of Foreign Affairs of the United States of Brazil
Itamaraty Palace

EXCHANGE OF NOTES CONSTITUTING AN AGREEMENT¹ BETWEEN BRAZIL AND CHILE AMENDING THE ROUTE SCHEDULES OF THE AIR TRANSPORT AGREEMENT OF 4 JULY 1947²

ÉCHANGE DE NOTES CONSTITUANT UN ACCORD¹ ENTRE LE BRÉSIL ET LE CHILI MODIFIANT LES TABLEAUX DE ROUTES DE L'ACCORD RELATIF AUX TRANSPORTS AÉRIENS DU 4 JUILLET 1947²

I

[PORTUGUESE TEXT — TEXTE PORTUGAIS]

Em 09 de setembro de 1974

DTC/DAM-I/DAI/33/688(B46)(B38)

Senhor Embaixador,

Tenho a honra de referir-me à III Reunião de Consulta Aeronáutica Brasil-Chile, realizada no Rio de Janeiro, de 10 a 14 de junho de 1974, nos termos do Artigo 7.º do Acordo sobre Transportes Aéreos entre o Brasil e o Chile, assinado no Rio de Janeiro, a 4 de julho de 1947.

2. Em conformidade com o acordo a que se chegou na referida Consulta, tenho a honra de propor, em nome do Governo brasileiro, que os Quadros de Rotas constantes do Anexo ao Acordo acima mencionado passem a ter a seguinte redação:

QUADRO I

Rotas chilenas para e através do território brasileiro:

- A. Do Chile para o Rio de Janeiro ou São Paulo, via Buenos Aires e/ou Montevideu e/ou Assunção.
- B. Do Chile para Madrid e/ou Frankfurt, via Buenos Aires e Rio de Janeiro.

QUADRO II

Rotas brasileiras para e através do território chileno:

- A. Do Brasil para Santiago, via Montevideu e/ou Buenos Aires e/ou Assunção.
- B. Do Brasil para Papeete e/ou Sidney ou Tóquio, via Buenos Aires e Santiago.

3. Caso o Governo do Chile aceite a proposta acima, tenho a honra de sugerir que a presente Nota e a resposta de Vossa Excelência nesse sentido constituam um acordo entre os dois Governos sobre a matéria, a entrar em vigor na data da resposta de Vossa Excelência.

¹ Came into force on 9 September 1974, the date of the note in reply, in accordance with the provisions of the said notes.

² See p. 336 of this volume.

¹ Entré en vigueur le 9 septembre 1974, date de la note de réponse, conformément aux dispositions desdites notes.

² Voir p. 343 du présent volume.

Aproveito a oportunidade para renovar a Vossa Excelência os protestos da minha mais alta consideração.

ANTONIO F. AZEREDO DA SILVEIRA

A Sua Excelência o Senhor Vice-Almirante Hernán Cubillos Leiva
Embaixador da República do Chile

[TRANSLATION]

[TRADUCTION]

9 September 1974

Le 9 septembre 1974

DTC/DAM-1/DAI/33/688 (B46) (B38)

DTC/DAM-1/DAI/33/688 (B46) (B38)

Sir,

I have the honour to refer to the Third Brazilian-Chilean Aeronautical Consultative Meeting, held in Rio de Janeiro from 10 to 14 June 1974 in accordance with article VII of the Air Transport Agreement between Brazil and Chile signed in Rio de Janeiro on 4 July 1947.

2. In accordance with the agreement reached at that Meeting, I have the honour to propose, on behalf of the Brazilian Government, that the route schedules reproduced in the annex to the above-mentioned Agreement shall be amended to read as follows:

SCHEDULE I

*Chilean routes to Brazil
and crossing Brazilian territory:*

- A. From Chile to Rio de Janeiro or São Paulo, via Buenos Aires and/or Montevideo and/or Asunción.
- B. From Chile to Madrid and/or Frankfurt, via Buenos Aires and Rio de Janeiro.

SCHEDULE II

*Brazilian routes to Chile
and crossing Chilean territory:*

- A. From Brazil to Santiago, via Montevideo and/or Buenos Aires and/or Asunción.
- B. From Brazil to Papeete and/or

Monsieur l'Ambassadeur,

J'ai l'honneur de me référer à la troisième Réunion de consultations aéronautiques Brésil-Chili tenue à Rio de Janeiro, du 10 au 14 juin 1974, conformément aux dispositions de l'article VII de l'Accord relatif aux transports aériens entre le Brésil et le Chili signé à Rio de Janeiro le 4 juillet 1947.

2. Conformément à l'accord auquel a abouti ladite réunion, je propose, au nom du Gouvernement brésilien, que les tableaux de routes qui figurent à l'annexe de l'Accord susmentionné soient rédigés comme suit:

TABLEAU I

*Routes chiliennes à destination du Brésil
ou traversant le territoire brésilien :*

- A. Du Chili à Rio de Janeiro ou São Paulo, via Buenos Aires et/ou Montevideo et/ou Asunción.
- B. Du Chili à Madrid et/ou Francfort, via Buenos Aires et Rio de Janeiro.

TABLEAU II

*Routes brésiennes à destination du
Chili ou traversant le territoire :*

- A. Du Brésil à Santiago, via Montevideo et/ou Buenos Aires et/ou Asunción.
- B. Du Brésil à Papeete et /ou Sydney

Sydney or Tokyo, via Buenos Aires and Santiago.

3. If the Government of Chile accepts the above proposal, I have the honour to suggest that this note and your reply to the same effect should constitute an agreement between our two Governments in this matter, such agreement to enter into force on the date of your reply.

Accept, Sir, etc.

ANTONIO F. AZEREDO DA SILVEIRA

His Excellency Vice Admiral
Hernán Cubillos Leiva
Ambassador
of the Republic of Chile

ou Tokyo, via Buenos Aires et Santiago.

3. Si la proposition susmentionnée rencontre l'agrément du Gouvernement chilien, je propose que la présente note et la réponse affirmative de Votre Excellence constituent entre nos deux Gouvernements un accord en la matière qui entrera en vigueur à la date de ladite réponse.

Je saisis cette occasion, etc.

ANTONIO F. AZEREDO DA SILVEIRA

Son Excellence Monsieur le Vice-Amiral
Hernán Cubillos Leiva
Ambassadeur
de la République du Chili

II

[SPANISH TEXT — TEXTE ESPAGNOL]

Brasília, 9 de septiembre de 1974

N.º 903/134

Señor Ministro:

Tengo el honor de acusar recibo de la Nota de Vuestra Excelencia, de esta fecha, cuyo texto es el siguiente:

«Señor Embajador: Tengo el honor de referirme a la III Reunión de Consulta Aeronáutica Brasil-Chile, realizada en Río de Janeiro, del 10 al 14 de junio de 1974, en base a los términos del artículo 7.º del Acuerdo sobre Transportes Aéreos entre Brasil y Chile, firmado en Río de Janeiro, el 4 de julio de 1947.

«2. En conformidad con el acuerdo alcanzado en la referida Consulta, tengo el honor de proponer, en nombre del Gobierno brasileño, que los Cuadros de Rutas que constan en el Anexo del Acuerdo anteriormente mencionados tengan la siguiente redacción:

«CUADRO I

«*Rutas chilenas hacia y a través del territorio brasileño:*

- «A. De Chile hacia Río de Janeiro o San Pablo, vía Buenos Aires y/o Montevideo y/o Asunción.
- «B. De Chile hacia Madrid y/o Frankfurt, vía Buenos Aires y Río de Janeiro.

«CUADRO II

«*Rutas brasileñas hacia y a través del territorio chileno:*

- «A. De Brasil hacia Santiago, vía Montevideo y/o Buenos Aires y/o Asunción.

«B. De Brasil hacia Papeete y/o Sidney o Tokio, vía Buenos Aires y Santiago.

«3. En caso que el Gobierno de Chile acepte esta propuesta, tengo el honor de sugerir que la presente Nota y la respuesta de Vuestra Excelencia en tal sentido constituyan un acuerdo entre los dos Gobiernos sobre la materia; que entra en vigor en la fecha de la respuesta de Vuestra Excelencia.

«Aprovecho la oportunidad para renovar a Vuestra Excelencia las seguridades de mi más alta consideración.»

En respuesta, cúmpleme informar a Vuestra Excelencia la conformidad del Gobierno de Chile con el texto de la Nota transcripta que pasa a constituir, junto con la presente, un acuerdo entre los dos Gobiernos.

Aprovecho la oportunidad para reiterar a Vuestra Excelencia las seguridades de mi más alta y distinguida consideración.

HERNÁN CUBILLOS LEIVA
Embajador de Chile

Al Excmo. Señor Embajador Antonio Francisco Azeredo da Silveira
Ministro de Relaciones Exteriores del Brasil

[TRANSLATION]

Brasília, 9 September 1974

No. 903/134

Sir,

I have the honour to acknowledge receipt of your note of today's date, the text of which is as follows:

[See note I]

In reply, I should like to inform you that the Government of Chile agrees to the text of the above note which, together with this reply, shall constitute an agreement between our two Governments.

Accept, Sir, etc.

HERNÁN CUBILLOS LEIVA
Ambassador of Chile

His Excellency Ambassador
Antonio Francisco Azeredo da Silveira
Minister for Foreign Affairs
of Brazil

[TRADUCTION]

Brasília, le 9 septembre 1974

Nº 903/134

Monsieur le Ministre,

J'ai l'honneur d'accuser réception de la note de Votre Excellence en date de ce jour, dont la teneur est la suivante :

[Voir note I]

En réponse, je tiens à informer Votre Excellence que le texte de la note reproduit ci-dessus rencontre l'agrément du Gouvernement chilien et que ladite note et la présente réponse constituent donc un accord entre nos deux Gouvernements.

Je saisis cette occasion, etc.

L'Ambassadeur du Chili
HERNÁN CUBILLOS LEIVA

Son Excellence Monsieur l'Ambassadeur
Antonio Francisco Azeredo da Silveira
Ministre des relations extérieures
du Brésil